

THE
HONGKONG
WEEKLY.
ILLUSTRATED

The China Mail.

Don't Forget
TO ORDER THE
'OVERLAND
CHINA MAIL'
BEFORE GOING HOME

No. 13,848.

號七廿月八年七零百九千一

HONGKONG, TUESDAY, AUGUST 27, 1907.

日九十月七年亥丁

PRICE, \$3.00 Per Month

Intimations.

THORNE'S
OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1823

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

Hongkong, May 1, 1907. 793

TAI KWONG CO.,
109, Des Voeux Road Central.

GASOLINE LAMPS
AND
WELSBACH MANTLES.
Hongkong, June 14, 1907. 1017

NIPPON YUSEN KAISHA.

By Authority of the Board of Directors,
The undersigned has TO-DAY AS-
SUMED CHARGE of the Company's busi-
ness at this Port, vice Mr. A. S. MIHARA
transferred to New York.
T. KUSUMOTO,
Manager.
Hongkong, August 26, 1907. 1386

NOTICE.

BANCO NACIONAL ULTRAMARINO.
THE AGENCY of the above Bank in
Hongkong will, from the 1st of
September, 1907, be transferred to Messrs
ARATONY V. APOKAR & CO., in the
place and instead of Messrs ROZARIO &
CO.
Dated 21st August, 1907.
OGRENTTE DA AGENCIA
DO BANCO NACIONAL ULTRAMARINO,
JOAQUIM L. C. GOMES.
Hongkong, August 21, 1907. 1365

NOTICE.

THE Undersigned, having tendered their
Resignation, beg to inform the Public
in General that they will leave from
SATURDAY, the 31st instant, to be the
Agents in this Colony of the 'AGENCIA DO
BANCO NACIONAL ULTRAMARINO, MACAU.'
ROZARIO & CO.
Hongkong, August 21, 1907. 1362

YOUNG MAN WANTED—
STENOGRAPHER.

I know of an \$1000 vacancy at Canton,
open for 3 months, widely advertised;
yet no one qualified has been found. Does
not this circumstance convince you that
stenographers are scarce?
MY NIGHT SCHOOL
FOUR MONTHS' COURSE.
OPENS SEPTEMBER 1st.
Apply **CONNORRY HORE,**
HORATIO C. POLLACK,
Court-Reporter.
Hongkong, August 20, 1907. 1358

H. PRICE & CO., LD.

NOTICE IS HEREBY GIVEN that the
STATUTORY MEETING of Share-
holders of this Company will be held in the
Office of the Company 12, Queen's Road
Central, on **WEDNESDAY**, the 4th Sep-
tember, 1907, at 3 p.m.
By Order of the Board of Directors,
A. E. ROBINSON,
Manager.
Dated this 24th day of August, 1907. 1374

NOTICE.

NOTICE IS HEREBY GIVEN that the
CHINESE MAIL (Wah Tat Yat Po) is
NOT RESPONSIBLE for any debt or
debts contracted by its employees, and that
all documents regarding Money Matters,
Loans, Mortgages, Letters of Guarantee,
&c., require two of the following signatures
LI SUM LING,
LUK HING NAM,
NGAN HANG PO.
For the Chinese Mail,
LI SUM LING,
Manager.
Hongkong, February 1, 1907. 213

PATELL & CO.,
SHAMEEN, CANTON.

GENERAL STOREKEEPERS,
WHOLESALE and RETAIL
DEALERS IN
WINES and SPIRITS.

Export & Import Merchants,
AND
Commission Agents.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: **KOWLOON BAY.** OFFICES & STORES: **No. 20, CONNAUGHT ROAD**

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones
s.s. POWAN, 2,388 tons, Captain H. I. Black.
s.s. PATSHAN, 2,380 tons, Captain G. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain B. Branch.
s.s. HUNGSHAN, 1,985 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.
(Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The s.s. POWAN will leave Hongkong every Monday, Wednesday and Friday,
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,
Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain W. A. Valentine.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and
at 2 p.m. from the Company's Wharf On Sundays-Special Cheap Excursions,
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.
The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from
Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
ATION COMPANY, LTD., AND THE LEO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 585 tons, Captain J. Willox.
s.s. NANNING, 585 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 9 a.m. and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of **BUTTERFIELD AND SWIRE,**
Agents, **CHINA NAVIGATION CO., LTD.**

JAPANESE BEER



'YEBISU' 'SAPPORO' 'ASAHI'
AND A NEW BRAND OF SPECIAL LIGHT BEER
'P E A C E'
IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.
The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.
THE MITSUI BUSSAN KAISHA, Sole Agents.
Hongkong, August 21, 1907. 1359

INTERNATIONAL SLEEPING
CAR & EXPRESS TRAINS
COMPANY.

(THE GREAT TRANS-SIBERIAN
ROUTE TO EUROPE).

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates
of passage, etc., in connection with above.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, August 7, 1907. 1285

A LING & CO.,

19, QUEEN'S ROAD CENTRAL
(Next to Messrs Kuhn & Kohn).

FURNITURE and PHOTO GOODS
STORE.

Photographic Goods of Every
Description in Stock.

Developing and Printing UNDERTAKEN.
Hongkong, August 1, 1907. 1259

LABUAN COAL.

THE LABUAN COALFIELDS COM-
PANY, LTD., are now prepared to
bunker Steamers at LABUAN with Good
Fresh Quality LABUAN COAL, double
screened and straight from the Mines.

For further particulars, apply to
BRADLEY & CO.,
Agents.

Telegraphic Address—
'LABOR,' Labuan.
Hongkong, March 12, 1907. 471

Business Notices.

THE PERFECT LUBRICANT.

Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, to
the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.
ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.
DOES NOT MELT (OR RUN) UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,
CAROLINE PARK, EDINBURGH.

Sole Local Agents—

BRADLEY & CO., 4, Queen's Building, HONG KONG.

LANE, CRAWFORD & CO.

THE NEWEST
DESIGNS

IN
TRIMMED MILLINERY
FOR
Present Wear
NOW SHOWING.

LANE, CRAWFORD & Co.
Hongkong, August 15, 1907. 2040

THE HONGKONG HOTEL

UNRIVALLED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

(UNDER ROYAL PATRONAGE).

MEE CHEUNG, ART PHOTOGRAPHER.

AMATEUR DEPARTMENT:

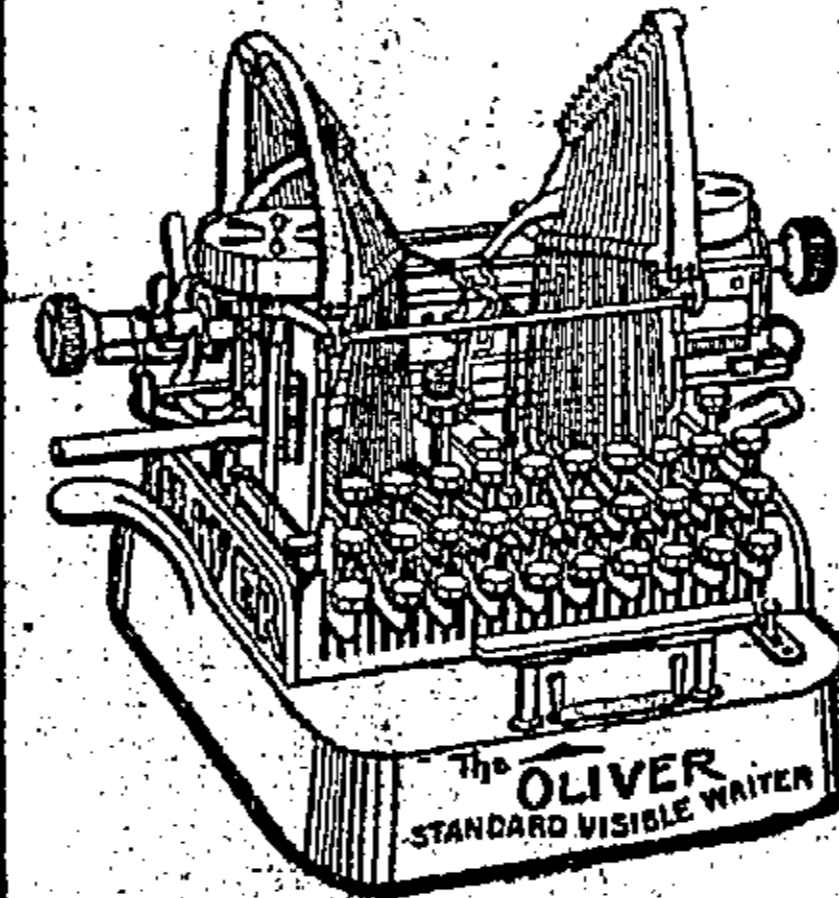
ICE HOUSE STREET and HONGKONG HOTEL CORRIDOR.
JUST ARRIVED, NEW KODAKS.
No. 4a for 4½x6½ Films. Also different sizes of Films for other Cameras.
Hongkong, April 2, 1907. 1781

THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.



Unrivalled for Duplicating,
Writing in Sight,
Universal Keyboard.

TYPEWRITER RIBBONS

and supplies for ALL Ma-
chines kept in Stock.

1, PRINCES BUILDINGS.

Hongkong, July 10, 1907. 1005

THE CARLTON HOUSE HOTELS,

Business Notices.

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT

In Casks of 375 lbs. net, **\$4.50** per Cask, ex Factory

In Bags of 250 lbs. net, **\$2.70** per Bag, ex Factory;

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

DRESSMAKERS, MILLINERS

AND

GENERAL DRAPERS.

New Veilings, Long Silk Gloves, etc.

7 and 9, PEDDER STREET.

REMINGTON
TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906

KELLY & WALSH, LTD.

The Allies (Great Britain and Japan), by Major-General Sir Henry Doltville \$11.00	La Dame aux Camellias, par Alexan- dre Dumas Fils50
Maori and Polynesian, Their Origin History and Culture, by J. Macmillan Brown 4.00	La Confession d'un Amant, par M. de50
Days in Cornwall, by G. Lewis Hind, illustrated in Colour, by William Pascoe 3.50	Mr. Punch with Rod and Gun70
Round About Wiltshire, by A. G. Bradley, illustrated in Colour, by T. O. Goch 3.50	LOUI SING & OTHER STORIES, by D.R.O. \$3.00
The Naples Riviera, by H. M. Vaughan, illustrated in Colour, by Maurice Gruffenbagen 3.50	Immortal Daughters, by Dorothy Gerard 1.50
John Bull's Army from Within, by R. Edmondson 4.50	Mr. Pookit, by J. S. Fletcher 1.50
A History of Commerce, by Olive Day From Fiji to the Cannibal Islands, by B. Grimshaw 6.00	Horrida of Really Swamp, by Wil- liam Hay 1.50
Beauty and Health in Youth and Old Age, by Mrs John Webster 1.25	The Gold Spinner, by Dick Donovan
Fyfe's Submarine Warfare, Second Edition Revised by John Leyland Hypnotism and Spiritism, A Critical and Medical Study, by Dr John Leppert 2.25	Roger Dinwiddie Soul Doctor, by A. M. Irvine 1.50
Madame L'Ambassadrice, par Daniel Lesieur 2.00	The Count's Chauffeur, by William Le Queux 1.50
Discours de Combat, par Ferdinand Brunetiere 2.00	Courtesan, by Martin Gorky 1.50
Touman, ou Le Coeur de La Russie, par Norman Hansen 2.00	The Coward in Eden, by Vincent Brown 1.50
	Love at Arms, by Rafael Sabatini 1.50
	The Bachelor Girls, by Noble Howard 1.50
	His Lady's Pleasure, by Harold Bindloss 1.50
	The Murderer Murders, by Fox Davies 1.50
	The Life Perilous, by Carlton Dawson 1.50
	Tolstoy on Shakespeare40
	The Year Book of Photography70
	THE JAPAN YEAR BOOK, 1907 3.50

BREWER & Co., Limited

PEDDER STREET-ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

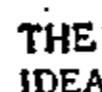
Routledge's Miniature Reference Library, 70 cents each.

Who Wrote That? (Foreign Authors). Dictionary of the Bible. In Praise of Books. Who Did That? English Literature. What's the Law? Discount and Commission Tables. Who's Who in Fiction. Chairman's Hand-Book.	My Jest Book. Technical and Scientific Terms. My Market Tables. Shakespeare's Quotations. Christian Names. French and English Phrase Book. Artists and Their Times. Dictionary of Synonyms. Who Said That?
---	--

Stationery, Printing, and Binding, by EVANS ENGLISH MAIL.

THE FREIGHT MARKET.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, August 1, 1907.





The Remedy of Kings

Phonering has been supplied by Royal Commands



To the Royal Family
H.M. the Empress of Russia
H.M. the King of Greece

H.M. the Empress of China
H.R.H. the Crown Princess of Roumania
H.M. the Grand Duchess Serge of Russia

And the Principal Royalty and Aristocracy throughout the world.

Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Lugate Hill, London, Eng.
Price is: Sixteen bottles, 2/4, 3/4 and 4/6. Sold by all Chemists, Stores, &c.

Price of Cents each.

100

Manager, 8, Queen's Road Central.

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	Ports.
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4369	25	8000	Capt. Wilhelm Fachez	Yokohama
Achéron	French armoured cruiser	1798	10	1700	Lieut. Faure	Hatphong
Albat	French receiving-ship	—	—	—	Lieut. Mohr	Hatphong
Alger	French cruiser	3069	—	—	Capt. Forziere	Shanghai
Alouette	French torpedo-boat	—	—	—	Commander Karlsruh	Yane Si, Japan
Argus	French gunboat	123	—	600	Lieut. Andouard	Canton
Brink	French cruiser	—	—	150	Comdr. Hochas	Shanghai
Caronade	French gunboat	645	10	1000	Lieut. Hae	Ohato
Deidide	French gunboat	—	—	—	Lieut. E'Est	Shanghai
Diasterecatenax	French cruiser	11,242	—	—	Capt. Trécon	Saloon
Esturgeon	French sub-marine	360	7	365	Lieut. Cagnell	Saloon
Fronde	French destroyer	—	—	—	Lieut. Thury	Saloon
Harri Elviers	French gunboat	200	6	313	Lieut. Porras	Saloon
Jacquin	French gunboat	1250	6	2299	Lieut. Orlonias	Saloon
Kérainet	French cruiser	1800	6	2299	Commander Simon	Saloon
Lynn	French sub-marine	307	6	306	Lieut. Armbruster	Saloon
Mosquet	French destroyer	—	—	—	Lieut. de Chambrin	Saloon
Olry	French gunboat	—	—	—	Capt. Grullière	Chungking
Pelto	French gunboat	850	7	800	Lieut. Leclercq	Tongkin
Pistoles	French torpedo-boat	9487	8	6071	Lieut. de Belnach Werth	Hongkong
Protee	French sub-marine	1798	10	1700	Lieut. Glorionx	Saloon
Redoutable	French battleship	—	—	—	(Reserve)	Saloon
Seyr	French gunboat	250	3	—	Capt. Dupriez	Saloon
Takling	French gunboat	610	3	—	Capt. Terquem	Tangier
Takou	French destroyer	2145	23	4550	Capt. Terquem	Saloon
Vauban	French battleship (reserve)	123	7	500	Lieut. Devarenne	Hongkong
Vigilante	French gunboat	—	—	—	—	Canton
Fürst Blumenth	German flag-ship	10,690	33	14,000	Captain Wilken	Kiautschow
Hila	German gunboat	900	10	1800	Comdr. Küstel	Hongkong
Jaguar	German gunboat	300	10	1800	Comdr. von Posadowsky-Wehner	Tientsin
Leipzig	German cruiser	3350	—	—	Comdr. von Rottsch and Panden	Tientsin
Locha	German gunboat	300	10	1344	Comdr. Bälken	Hongkong
Niebo	German cruiser	2900	—	—	Capt. Witschel	Amoy
S. 90	German torpedo-boat	280	—	—	Lieut. Jakob	Tientsin
Taku	German torpedo-boat	280	—	—	Lieut. Hass	Tientsin
Tiger	German gunboat	900	10	1800	Comdr. von Koss	Hongkong
Tungtun	German river gunboat	233	0	1300	Capt. Lieut. Fortsch	Canton River
Vaterland	German river gunboat	233	3	600	Capt. Lieut. Tonnaint	Yangtze River
Vormars	German river gunboat	—	—	—	Lieut. Riechers	Yangtze River
Vesuvio	Italian cruiser	2145	—	—	Baron de Saint Pierre	Shanghai
Rio Lima	Portuguese gunboat	720	—	—	Captain Pedrosa	Macao
Araya	U. S. gunboat	420	7	8000	Ensign A. K. Shoop	Philippines
Bridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Japan
Callo	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Barr	U. S. gunboat	600	10	208	Ensign Guy Wilcox	Canton
Chattanooga	U. S. cruiser	3103	26	4562	Commander Aldrich, Sharp	Hankow
Chattanooga	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. F. Jessop	Manila
Chattanooga	U. S. cruiser	3213	19	7500	Capt. J. C. Quinn	Amoy
Colorado	U. S. cruiser	13,500	—	—	Capt. S. Stanton	Philippines
Concord	U. S. gunboat	420	7	8000	Comdr. C. J. Bouch	Manila
Dalo	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Deuster	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Elema	U. S. gunboat	600	10	6000	Lt.-Comdr. J. T. Jayne	Hongkong
Galveston	U. S. cruiser	3103	26	5400	Capt. Jas. Helm	Shanghai
Helena	U. S. gunboat	1387	8	1800	—	Manila
Idaho	U. S. battleship	13,500	—	—	Capt. T. O. McLean	Manila
Idaho	U. S. monitor	13,500	—	—	Capt. R. R. Ingerson	Manila
Idaho	U. S. gunboat	3900	6	5000	—	Manila
Idaho	U. S. gunboat	231	3	250	Ensign J. W. Hayward	Cavite
Idaho	U. S. gunboat	201	3	250	Ensign A. B. Reed	Cavite
Idaho	U. S. gunboat	690	—	—	Comdr. Steadish	Chungking
Idaho	U. S. gunboat	4000	14	—	Lieut. O. R. Train	Nanking
Idaho	U. S. gunboat	3913	18	7600	Comdr. Hodges	Nanking
Idaho	U. S. gunboat	13,500	—	—	Capt. F. F. Fletcher	Manila
Idaho	U. S. gunboat	247</				

Flagship of Rear-Admiral de Fauque de Jonquière, Second-in-Command.

A RAMBLE THROUGH SOUTHERN FORMOSA

With, WOODBURN.
[Reprinted from the China Review.]
One of the Best Sketches of Formosa Ever
yet written.
Price... .. 60 Cents.
CHINA MAP OFFICE, 5 WYNDHAM STREET
HONGKONG

POWELL'S

IDEAL STYLES

LADIES' BLOUSES.

NOVELTIES

LACE GOODS.

LATEST FASHIONS

BELTS.

Wm. POWELL, Ltd.

ALEXANDRA

BUILDINGS.

AGENTS:

GORDON & CO., 11 & 12, Coleman Street, London, E.C. 4. CLARENCE & CO., 11 & 12, Coleman Street, London, E.C. 4. G. GORDON & CO., 11 & 12, Coleman Street, London, E.C. 4. G. GORDON & CO., 11 & 12, Coleman Street, London, E.C. 4. G. GORDON & CO., 11 & 12, Coleman Street, London, E.C. 4.

PARIS AND EUROPE: MATTHEW, FAWCETT & CO., 11 & 12, Coleman Street, London, E.C. 4. MATTHEW, FAWCETT & CO., 11 & 12, Coleman Street, London, E.C. 4. MATTHEW, FAWCETT & CO., 11 & 12, Coleman Street, London, E.C. 4.

NEW YORK: THE CHINESE EXCHANGE, 11 & 12, Coleman Street, London, E.C. 4. THE CHINESE EXCHANGE, 11 & 12, Coleman Street, London, E.C. 4. THE CHINESE EXCHANGE, 11 & 12, Coleman Street, London, E.C. 4.

SAINT FRANCISCO and American Ports generally: DEAN & BLAKE, San Francisco, Cal.

AUSTRALIA, TASMANIA, AND NEW ZEALAND: GORDON & CO., 11 & 12, Coleman Street, London, E.C. 4. GORDON & CO., 11 & 12, Coleman Street, London, E.C. 4. GORDON & CO., 11 & 12, Coleman Street, London, E.C. 4.

CEYLON: W. M. SMITH & CO., 11 & 12, Coleman Street, London, E.C. 4. W. M. SMITH & CO., 11 & 12, Coleman Street, London, E.C. 4. W. M. SMITH & CO., 11 & 12, Coleman Street, London, E.C. 4.

SINGAPORE, STRAITS, & C. KELLY & WATSON, 11 & 12, Coleman Street, London, E.C. 4. KELLY & WATSON, 11 & 12, Coleman Street, London, E.C. 4. KELLY & WATSON, 11 & 12, Coleman Street, London, E.C. 4.

PHILIPPINE ISLANDS: A. S. WATSON & CO., 11 & 12, Coleman Street, London, E.C. 4. A. S. WATSON & CO., 11 & 12, Coleman Street, London, E.C. 4. A. S. WATSON & CO., 11 & 12, Coleman Street, London, E.C. 4.

CHINA: CHINA MAIL, LTD., 11 & 12, Coleman Street, London, E.C. 4. CHINA MAIL, LTD., 11 & 12, Coleman Street, London, E.C. 4. CHINA MAIL, LTD., 11 & 12, Coleman Street, London, E.C. 4.

THE CHINA MAIL, LTD., 11 & 12, Coleman Street, London, E.C. 4. THE CHINA MAIL, LTD., 11 & 12, Coleman Street, London, E.C. 4. THE CHINA MAIL, LTD., 11 & 12, Coleman Street, London, E.C. 4.

PREACHING THE GOSPEL IN JAPAN AND TIBET. By Prof. E. H. PARKER. On sale at the 'CHINA MAIL' Office, 11 & 12, Coleman Street, London, E.C. 4. Price ... 50 Cents.

'A HISTORY OF UNION CHURCH. Edited by Rev. G. H. BONDFIELD and DYER BAILL, M.R.S. To be had at the 'CHINA MAIL' Office, 11 & 12, Coleman Street, London, E.C. 4. Price ... \$1.00.

REMINISCENCES OF INTERPORT CRICKET. By J. A. L. Reprinted from the 'CHINA MAIL' in Pamphlet Form. To be had at the 'CHINA MAIL' Office, 11 & 12, Coleman Street, London, E.C. 4. Price ... 50 Cents.

S. MOUTRIE & Co.,

LIMITED.

THE NEW MODEL

AERIOLA

PIANO

PLAYER

THE LATEST CREATION

OF THE

ORCHESTRELLER CO.

This perfect Model of Mechanical Genius can be heard

at our Show Rooms daily.

Price \$425

FOR HIRE OR PURCHASE.

The latest Comic Opera's, Piano-forte Pieces, and Songs

always in stock.

Tuning and Repairing a

Speciality.

S. MOUTRIE & Co., Ltd.

YORK BUILDINGS, CHESTER ROAD.

Hongkong, April 18, 1907.



A. S. WATSON

& Co., Ltd.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR

AND HOUSEHOLD.

WATSON'S

PURE

CARBOLIC

SOAPS

Highly Recommended by the

Medical Faculty.

STRONG MEDICAL

Guaranteed to contain 20 per

cent of Pure Carbolic Acid.

MEDIUM

Guaranteed to contain 10 per

cent of Pure Carbolic Acid.

TOILET SOAP

Guaranteed to contain 5 per

cent of Pure Carbolic Acid.

WATSON'S

HOUSEHOLD

AMMONIA

An Elegant Preparation for

the Toilet and Bath, Re-

freshing and Invigorating.

WATSON'S

LOTION FOR

PRICKLY

HEAT.

An Efficacious Remedy.

GIVES INSTANT RELIEF.

WATSON'S

FRAGRANT

TOOTH WASH.

Anti-septic and Detergent—

whitens the Teeth, strength-

ens the Gums.

A. S. WATSON & CO.,

LIMITED,

Chemists, Druggists and Perfumers.

THE HONGKONG DISPENSARY.

Hongkong, July 27, 1907.

MEMOS FOR TO-MORROW.

Auction.

11 a.m.—Auction of Goods and Chattels

at Messrs. Hughes & Hough's Sales

Rooms.

Miscellaneous.

Goods per Siberia undelivered after noon

on this date subject to rent.

Goods per Malva not cleared at 4 p.m.

on this date subject to rent.

Goods per Prinz Sigismund undelivered

after this date subject to rent.

Goods per Kumang undelivered after 4

p.m. on this date will be landed.

General Memoranda.

FRIDAY, August 30.—

Goods per 834 undelivered after this

date subject to rent.

SATURDAY, August 31.—

2.45 p.m.—Auction of Household Furni-

ture, &c., at No. 3, Morrison Hill, Gap

Road.

The China Mail.

HONGKONG, TUESDAY, AUGUST 27, 1907.

MANCHURIA.

EXTREMELY important is the news con-

tained in the special cablegram we

publish to-day in regard to Manchuria.

On the face of it it appears to be a com-

plete renunciation by Russia of her Far

Eastern policy. If Russia has seriously

abandoned her intention of gaining an

ice-free port in Far Eastern waters a

great guarantee of peace will have been

given. But if Russia is in earnest this

will be one of the most remarkable acts

of abnegation ever known. Vladivo-

stock is of very equivocal value as a

port. Through a great part of the year,

notwithstanding the use of enormously

strong icebreakers, the port is herme-

tically sealed against overseas commerce.

Those who have read Foster Fraser's

"The Real Siberia" can understand

what this means to Russia. Siberia is

one of the most prolific wheat-producing

countries in the world. It is immensely

rich in minerals, and settlement is

proceeding at a great rate, encouraged to

the utmost by the Home Government.

As production increases, and it is

now increasing with a rapidity that

has utterly astonished recent travellers

through the region, the trans-Siberian

railway, which has already been found

inadequate for transport purposes, will

become more and more inefficient. How

is this produce to be carried to the sea,

the one great highway where such

artificial checks as customs duties

and preferential railway rates cannot

operate? To haul it all the way to the

European sea-board—a poor enough

sea-board it is, too—would be so costly

that it is doubtful whether it would pay.

Is it possible then that Russia has

in earnest given up what for so many

years was regarded as her manifest

destiny, the acquisition of a warm water

port in the Far East? We doubt it.

It may be that there is some possibility

of Great Britain conceding her right to

a port on the Persian Gulf. But that

would only be a relief to Russia. Proper.

If Russia is to be over a naval power of

consequence she must gain some base

which will be an equivalent for Port

Arthur. Both commercial and military

considerations urge her to continue her

Far Eastern policy. We are inclined to

believe therefore that Russia has not

abandoned her traditional policy in re-

gard to treaties. It is notorious that

among the great nations of to-day the

word of Russia is regarded with the

most suspicion. For so long a time as a

treaty suits her Russia will observe its

provisions with touching fidelity.

When, however, she feels herself strong

enough to throw aside the mask she

does so with a cynicism which surprises

other nations to whom a solemn oath is

something not to be lightly broken. On

the whole, therefore, we are inclined

to believe that the Russian Plenipo-

tentiary had his tongue in his

cheek when he agreed to a clause

recognising the preponderant in-

fluence of Japan in Manchuria,

and imagine that he made the mental

addition "pro tem." Japan, no doubt,

recognises the professions of Russia at

their true value and will not be lulled

into fancied security by a few specious

words. Possessing the wisdom of the

East she will speak a few well-chosen

words of satisfaction and felicitation and

then will go out to instruct her dock-

yards and arsenals to work overtime.

FOR THE GOOD OF MAN.

To describe as eminently praiseworthy

the record of the Hongkong College of

Medicine is to show the inadequacy of

the language when it is desired to

express superlative appreciation. We

are of opinion that few residents of the

Colony know of the difficulties in

which, for the past twenty years,

the work of the College has been

carried on. For an institution of the

kind to have no headquarters of its

own but to spend its time itinerating

among other institutions which are

actively engaged in relieving the sick

and suffering or in teaching other

branches of knowledge would seem

almost equivalent to declaring that it

could not do any useful work. So far

from this being the case we learn that

not less than 100 students have been en-

rolled and that 31 of them have qualified

and are even now working among their

fellow nationals, generally speaking in

the Colony. The report lays stress upon

the widening influence that these

Licentiates must exercise towards

breaking down the barriers of Chinese

prejudices. We think that such in-

fluence can hardly be overestimated.

In some ways slow to learn the Chinese

have shown in the interior, time after

time, their appreciation of western

methods of medicine. The medical

missionaries in the provinces always

have more cases on their hands than

they can possibly deal with. But those

who know most about Hongkong agree

that there are still great numbers of

Chinese even in this Colony who place

more reliance upon the nauseous

nostrums of the native doctors than

upon the scientific treatment of our

own medical men. This failure to

appreciate the benefits and blessings

that modern medical knowledge can

bestow could probably never be over-

come if it were not for the work that

the College of Medicine is accom-

plishing. We are unfeignedly glad to

hear that philanthropic Chinese gen-

tlemen have been making a beginning

towards a fund for building and endow-

ment and that the Government has

given a site. When the appeal is made

next year to raise an adequate Endow-

ment Fund we trust that it will be

generously responded to. While pri-

marily affecting the Chinese the work

is of importance to all those who

recognise that the interests of foreigners

and Chinese in the Colony are largely

interwoven.

According to our telegram from

Shanghai yesterday Judge Lebbens R.

Willey is still running his court with

the big stick. The famous "purge" he

was responsible for not so long ago was

just being forgotten; and no doubt his

appreciation of the shortness of public

memory has prompted the Judge to

remind the crowd once more that he is

still in the land of the living and ready

to back his opinion up on the question of

how his court should be run. Attorney

Curtis, who was fined \$40, has not

passed the examination which Judge

Willey sets the attorneys, and he

claims the Judge has no right to refuse

an attorney an appearance after the

U.S. examinations have been passed.

There will probably be more appeals to

the States now, and as Secretary Taft

is likely to be in Shanghai next month

he will probably be deputised with a

view to the removal of Judge Willey.

The Judge is too strong a man for the

liking of some people in Shanghai, but

all the same he has been backed up before

by Mr. Taft. After the notorious

"purge" an attorney visited America to

seek redress, and then Mr. Taft expressed

approval of what the Judge had done,

saying that nobody conversant with the

work Judge Willey did at Manila and

with similar, demoralising conditions

that existed in Shanghai before his ad-

vent could question the sincerity of the

man, and conditions in Shanghai were

so unique as to demand not only

judicial, but courageous action on the

BY TELEGRAPH.

FIRE IN JAPAN.

Hakodate Practically Destroyed.

(From Our Correspondent.)

Tokyo, August 27.

A big fire has occurred at Hakodate, and all the foreign consulates, excepting the American, have been totally destroyed.

At least seventy per cent of the town has been burned down.

THE CUSTOMS.

Increase in Collections.

(From Our Correspondent.)

Shanghai, August 27.

The total Customs collections for the quarter from April to June, 1907, is Hk. Taels 9,091,515, as against Hk. Taels 8,980,971 for the corresponding quarter last year.

Shanghai has increased from Taels 3,044,367 in April to June last year to Taels 3,345,546, and Kowloon from Taels 91,184 in the second quarter of 1906 to Taels 101,095 this year.

The revenue derived from opium has fallen from Taels 556,155 to Taels 369,020.

THE TAIPO FIRE.

Some exaggerated accounts seem to have reached the Colony concerning the fire which occurred at Mr. Halliday's bungalow at Taiipo on Sunday. It was stated that Mr. Halliday had his leg broken, which, we hear from a gentleman who was present, is not a fact. The fire broke out in the kitchen and though strenuous efforts were made to prevent the flames spreading a change of wind wrought general destruction, the whole bungalow going. A quantity of the contents were saved, but still the loss will be heavy.

ANOTHER MURDER.

Chinaman Skipped to Death.

There is yet another murder to record, and this time a Chinaman has been chopped to death by a fisherman at Dumbell Island. To Hing Chun, who resides at Mui Wo Pak Ngau village, on Dumbell Island (Cheung Chau) went to the police station at Lantau yesterday morning and reported that during the previous evening a robbery had taken place at his house. While the police were taking a note of the report a man and a woman, accompanied by a lakong, arrived at the station and entered a charge of murder against To Hing Chun, alleging that he had killed Fan Muk Fat, husband of the woman lying in the charge.

Fan Muk Yau, the deceased's brother, gave a description of the crime. His brother and he both lived together and on Sunday night he and ten o'clock Fan Muk Yau was awakened by hearing loud cries for help. He rushed out of the house and across the village in the direction of the noise, which came from close by To Hing Chun's house. When he arrived in sight of Chun To's house he saw that To had Fan Muk Fat by the queue and was slapping at him with a chopper. Almost before Fan Muk Yau could reach the two men To had cast Fan Muk Fat aside, slapping his queue off with one last vindictive stroke. Fan Muk Fat fell to the ground and expired shortly afterwards, having been lashed about frantically.

What took Fan Muk Fat to To's house in the dead of night is a mystery. His brother declares that he went to collect a couple of dollars which he had lent To, and it is also suggested that Fan Muk Fat had designs on To's wife, who has, since the murder, not been seen.

The charge was read out to To this morning, at the Magistrate's before Mr. C. D. Melbourne, and on accused pleading not guilty, the further hearing was remanded until Saturday next at 11 a.m.

JAPANESE CONTRABAND.

According to the "Sinwupao" a Japanese firm trading in the Japanese Settlement of Tientsin was caught last week in the act of selling illicit arms and ammunition.

The following amplifies the cable we had from Tientsin on the subject: It seems that Viceroy Yuan Shih-kai, received information through his secret service agents that the Japanese in question had been secretly supplying arms and ammunition, and so ordered a trap to be laid for that firm. A secret service agent named Kuo Tien went to the firm and giving himself out as a member of a certain secret society arranged for the purchase of three rifles and a thousand cartridges to be delivered promptly at 6 o'clock next morning, at the Fu Hsing Hotel. This was done "according to contract," and as a result two Japanese who had charge of the arms and ammunition were also arrested by the Chinese authorities. We understand that Viceroy Yuan has written most strongly on the subject to the Japanese Consul at Tientsin.

THE SUGAR CASE.

Verdict of Guilty.

For some time past the trial of three men on a charge of stealing sugar valued at \$5000 from Messrs Jardine Matheson and Company, has been proceeding at the Magistrate's, before Mr. F. A. Hazeland (First Magistrate), and was concluded this morning. Mr. H. W. Looker appeared for the prosecution and Mr. Otto Kong Sing and Mr. R. A. Harding for the defence.

In giving his decision Mr. Hazeland said:—I have no difficulty in coming to the conclusion as to the absolute guilt of these three men. Of course, in cases of this sort, where the magistrate sits as a jury, it is only necessary for him to say whether the accused are guilty or not, but I wish to refer to the evidence against the first defendant—the evidence of the broker. There is absolutely no doubt in my mind as to the truth of that evidence. These three men had combined with others for a common purpose.

On the point of law raised by Mr. Harding on the question of possession, Mr. Hazeland referred to a case in which such possession was held to be larceny by a servant.

In concluding, Mr. Hazeland complimented the police sergeant (Hau Hang) for his conduct and ability in respect to the capture and remarked that this was not the first time he had had to speak of that very excellent police officer.

Accused were each sentenced to six months' imprisonment.

THE WIDOW'S GENEROSITY.

And Her Recompense.

Cheng Kwai's cargo boat escaped destruction in the typhoon of September 18 last year, but it was so damaged that it was precluded from following his usual occupation of removing earth across the harbour, and he had no money to pay for the necessary repairs. Whilst in this distressed condition he met Mak Ying, a widow, who required a considerable quantity of earth. It was at that time difficult to get junk or cargo boats of any description and in order to help Cheng and at the same time expedite her own work, Mak offered to lend Cheng \$100, which was sufficient to pay for the repairs to his cargo boat. This was accepted by Cheng and it was stipulated that repayment should be by earth supplied.

So far all had prospered for Cheng, but as soon as he had his boat finished he forgot all about supplying Mak with the earth she wanted. Finding that she could neither get the money repaid, or the earth, Mak Ying took legal proceedings and an action, heard in Summary Jurisdiction this morning, before His Honour Mr. A. G. Wise (Puisne Judge), was the upshot.

Mr. F. X. d'Almeida e Castro appeared for the plaintiff, and the latter told a story in keeping with that above.

When asked if he had any questions to put Cheng Kwai remarked that he had a lot to say, and accordingly he was put in the box. He admitted borrowing the \$100 but contended that his liability now only stood at \$41.85. He produced a book showing a lot of entries of earth supplied to Mak, and said that he owed plaintiff \$161.50 for goods supplied, and the \$100 borrowed, a total of \$261.50, but against this he had a set-off of earth supplied \$219.65, thus leaving still due to plaintiff \$41.85.

Defendant did not succeed in convincing the Puisne Judge of the truth of his story and judgment was entered for the plaintiff with costs.

MR TAFT VISITS THE PHILIPPINES.

WASHINGTON, August 19.

Secretary of War Taft, who is at Columbus, Ohio, to-day, has given out the itinerary of his trip to the Philippines. He will arrive in Yokohama on September 25 and leave Nagasaki on October 4. It is understood that he will be the guest of the Japanese government during the ten days of his stay in that country and hinted that he bears a commission from the state department to treat with the Japanese foreign office in relation to the San Francisco claims of Japanese subjects.

The Secretary will spend four days along the China coast and arrive in Manila on October 14. After remaining there 21 days transacting business in connection with the assembly, Secretary Taft will sail for Davao on an American cruiser of the Donner type, where he will take passage on the Siberian railway for home.

Mrs Taft and her daughter will accompany the Secretary.—"Manila" Cablenews.

The chief of the Wazan, who has been sent to induce Raiu to release the Kaid, is, we learn, named Tammy. We can imagine Sir Harry Maclean, lying with emotion, singing that beautiful song, "Tammy, oh, Tammy, for you I'm waiting the whole day long!"

FOR A LAMP-BACK.

WHEN you have pains in the small of the back, a lamp-back piece of thick rubber, with Chamberlain's Colic, Cholera and Diarrhoea Remedy, will give you relief. For a pain in the small of the back, a lamp-back piece of thick rubber, with Chamberlain's Colic, Cholera and Diarrhoea Remedy, will give you relief. For a pain in the small of the back, a lamp-back piece of thick rubber, with Chamberlain's Colic, Cholera and Diarrhoea Remedy, will give you relief.

A MONEY LENT CASE.

Leung Lok Cho and Chiu Tuen Ting in Summary Jurisdiction this morning, before His Honour Mr. A. G. Wise (Puisne Judge), for \$200, money lent. Mr. F. X. d'Almeida e Castro appeared for the plaintiff and Mr. R. A. Harding for the defendant. Plaintiff received a promissory note from defendant and used on it. He was in the mat-bag business and did not arrange for cooies to go to America. He denied that defendant had lent him \$200 and said that the reason the promissory note did not actually have promise to pay on it was because they trusted each other.

Mr Harding—But the document must apply equally in the case of repayment of a loan?

Plaintiff—Well, it was a stamped document and all was proper.

Mr Harding—Did you have a quarrel with defendant over certain season?

Plaintiff—No.

Defendant stated that he lent plaintiff \$200 in February to be repaid within a week. An entry was made in the books but the money was not repaid.

Mr d'Almeida—Did you have a quarrel with plaintiff over some season from his boarding house?

Defendant—He stole some betelnuts on the Dakota and I was responsible for them.

After further evidence judgment was given for the plaintiff with costs.

INDO-CHINA STEAM NAVIGATION.

The Hongkong and Shanghai Banking Corporation is inviting subscriptions at par for \$340,000 five per cent. first mortgage debentures of the Indo-China Steam Navigation Company (Limited), part of an authorised issue of \$495,000. The debentures, which are in amounts of \$25, \$50, and \$100, are redeemable on and after June 30, 1910, by annual drawings at 102 1/2 per cent., or at 105 per cent. on six months' notice on or after June 30, 1912. The company, which started business in 1882 with a fleet of 42 steamers of 13,842 gross tonnage, now possesses, according to the prospectus, 42 steamers of a gross tonnage of 77,784, valued in the books on December 31, 1906, at over a million sterling. The debentures being mainly a consolidation of the company's floating debt, present interest charges will not be materially increased. The security consists of a first mortgage on certain other assets and property of the company, which, at the end of 1906 were valued at \$1,154,245.—"Globe."

ALLEGED JAPANESE INTRIGUES.

Russians Strongly Suspicious.

St. Petersburg, July 24.

The "Novoye Vremya" to-day publishes details of an alleged anti-dynastic movement in southern China, ascribing it to Japanese instigators, who the paper says, are busily preparing for Manchurian dynasty in China the same fate which has just overtaken the emperor of Korea.

Continuing, the paper says that in conversation to the supplementary provisions of the Chinese-Japanese treaty of 1905, defining the regions where foreigners, including Japanese, shall be permitted to reside, Japanese agents have worked their way into the most remote corners of the empire. The keynote of Japanese intrigue consists in assuring the Chinese that Japan is their protector against the nations of the West, and at the same time reassuring the westerners that Japan is their vanguard against the Chinese peril.

The apprehensions of the "Novoye Vremya" regarding the re-opening of the Far Eastern question are fully shared in Russian military circles, where the steady armament of China and Japan is viewed with alarm. This movement is regarded as primarily menacing to the remnant of Russia's possessions on the Pacific.

THE NEW YORK SLUMP.

The Tokyo Foreign Department has received the following telegram from Mr. Koike, Japanese Consul-General at New York:—

The slump which set in on the share market on the 7th instant is similar in nature to the panic which occurred last March. The number of shares dealt with on the day mentioned reached over one million. On the 10th normal conditions commenced to be resumed. The depression is partly attributed to the reports that the Government intends to continue vigorously its campaign against the trusts, severely punishing any violations of the law by corporations or railway companies. Rumours that, owing to the heavy fines lately imposed by the Courts, the Standard Oil Company will be dissolved, and that the Union Pacific Company will undergo serious changes, are also held to be partly responsible. It is believed in some quarters that the trust has started these rumours for the purpose of causing the Government's attitude to become unpopular with the public.

AUSTRALIAN TARIFF.

The Tokyo Foreign Department has received the following telegram:—

The revised Australian Customs tariff has not yet come up for discussion in the Legislature. Mrs. Iwasaki, Japanese Consul at Sydney, reports that public opinion is extremely unfavourable.

"Pain," said the little boy, looking up from his book, "what is a curio?" "A curio," replied the father, thoughtfully, "is something that costs ten times what it is worth."

NOT A DOUBTFUL QUESTION.

THERE is no doubt in the minds of those who have used Chamberlain's Colic, Cholera and Diarrhoea Remedy as to its curative powers. For a pain in the small of the back, a lamp-back piece of thick rubber, with Chamberlain's Colic, Cholera and Diarrhoea Remedy, will give you relief. For a pain in the small of the back, a lamp-back piece of thick rubber, with Chamberlain's Colic, Cholera and Diarrhoea Remedy, will give you relief.

NEW RUSSO-JAPANESE AGREEMENT.

The Full Text.

The full text of the new Russo-Japanese Agreement was published on Aug. 16 in Tokyo. It reads as follows:—

The Government of His Majesty the Emperor of Japan and the Government of His Majesty the Tsar of all the Russias, being desirous of strengthening the peace happily restored between Japan and Russia, and maintaining friendly relations between the two countries, and also of removing all the cause of future misunderstanding in the relations between the two Powers, have agreed on the following stipulations:—

Article I.—Each of the signatory Powers agrees to respect the integrity of the existing territory of the other, and also all the rights (exclusively such rights as are not prejudicial to the principle of equal opportunity) derived from the existing treaties and agreements between the signatory Powers, copies of such treaties being exchanged between them and China. It is further agreed to mutually respect all the rights derived from the Treaty signed at Portsmouth on September 5th, 1905, i.e. September 23rd in the Russian Calendar, and other special treaties signed between Japan and Russia.

Article II.—The signatory Powers agree to recognise the independence and the maintenance of the territorial integrity of China, and the principle of equal treatment in that country for commerce and industry of all nations, and also to protect and support the status quo of all peaceful measures that shall be taken by either Power, and the strict observance of the said principles by all possible means.

In witness whereof, the undersigned, duly authorised by their respective Governments, have signed this Agreement and have affixed thereto their seals. Done at St. Petersburg, the 30th of the sixth month of the 40th year of Meiji, or the 17th of July, 1907, Russian Calendar (July 20th, 1907).

(L.S.) TORO MORENO.

(L.S.) LAVOLSKY.

CONTEMPT OF COURT AT SHANGHAI.

The Reason for the Fine.

The following from the "Shanghai Mercury" explains the telegram published last night announcing that Mr. Curtis had been fined \$40 by Judge Willey for contempt.

On August 22 in the U. S. Court His Honour announced that a citation would be issued to Mr. G. F. Curtis for him to show cause why he should not be punished for contempt of Court, in trying to appear in cases while he had not complied with the rules of the Court in regard to the admission of attorneys to practice at the bar of the Court.

Mr. Curtis, who was present, said he was quite ready to answer at once. He was willing to waive citation and answer at once.

Mr. Curtis, being duly sworn, then went on to relate how he met Mr. Emory, who had intended to consult Mr. Jernigan, but hearing that he was ill, he came to witness and said he had no money and asked witness to help him. Witness told him that he was not allowed to practice, but being attorney in fact in the Cunningham case he told Mr. Emory that he would do what he could for him. The witness then proceeded to go into the merits of the case, but was interrupted by the Court and told sharply to confine himself to the point at issue, and why he should not be punished for contempt.

The witness then went on to describe the illness of Mr. Emory, who he said was so ill that he was not fit to appear in Court this morning. He had been vomiting blood outside the Astor House, just after the Judge had left the hotel this morning. Witness had not the slightest idea of intention of acting in contempt of Court. He had been brought up in an atmosphere of law and had too much respect for a Court of law to hold it in contempt. He was a member of the bar of the Supreme Court of the United States and this was the first time in his life that he had ever been charged with contempt of Court. There was not the slightest intention to hold this Court or its rulings in contempt.

His Honour said the rules of the Court were made and would have to stand until they were revoked by a superior authority. Mr. Curtis had violated a rule of the Court and he would now have to show cause why he should not be punished for contempt in violating this rule.

Mr. Curtis said he appeared here as attorney in fact in the Cunningham case, and thought he could do the same in this case. He had come here from Washington on behalf of this client, Cunningham, and he had some documents to file as exhibits, among them being letters from Secretary Taft and Consul-General Donby. He had not yet filed them with the Clerk as it would be a difficult matter to get them back.

His Honour said he wished to give Mr. Curtis a fair hearing and he would give him until Saturday morning to see if he had or could give any further reasons why he should not be punished for contempt of Court. If he could give any further reasons, he could file them with the Clerk, and they would receive careful consideration, and a decision would be given on Saturday morning.

The Court was then adjourned.

SICKNESS COMES WHEN LEAST EXPECTED.

A LITTLE THOUGHTFULNESS may save you a lot of trouble. Anyone who makes it a rule to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy as handy as salt and pepper, will find it a fact. For sale by all chemists and storekeepers.

OUR SCOTTISH LETTER.

(From Our Correspondent.)

Edinburgh, July 26.

As I have already written you, the next general election will be complicated in Scotland, so far as the Liberals are concerned, by the appearance of a number of Labour candidates.

It is already evident that every shade of the Extreme Left will be represented, from those who wear "the red tie of the revolution" to the neutral tinted persons who are members of the old Trades Union party. The miners, of course, intend to take a hand in the merry little game. They are a powerful and well-organised body, and they have a good chance of returning some of their nominees. The Executive of the Scottish Miners' Federation have this week reported in favour of five candidates: two constitutions are to be attached in Lanark, one in Midlothian, one in Fife, and one in Ayrshire.

We confess that we are very much astonished to see Midlothian included among the Scottish constituencies which the miners propose to contest. What ails them at Lord Dalmeny? Apparently they do not recognise talent when they see it. At the very time when they were in conference in Glasgow, arranging for a contest, which will certainly give the Midlothian seat to the Unionists, Lord Dalmeny was knocking about the cricket ball in grand style at the Oval. He made seventy runs out of a total of one hundred and thirty-six for his side. Perhaps the miners think he is not doing much for Midlothian, but they should remember that the "Hope of the house of Primrose" is in great request in Surrey.

"Lord Dalmeny saves Surrey" was the heading the London papers put upon the match. It is a little narrow-minded to grudge such abilities to a southern constituency in the cricket world. Lord Dalmeny could easily make three or four pounds a week as a professional cricketer, and in that capacity the miners would not doubt have a high respect for him. Besides, did not Lord Rosebery tell the world the other day how hard-worked is the modern member of Parliament? After racing about all day making runs for Surrey, Lord Dalmeny can hardly be expected to tramp about the Parliamentary division lobbies in the evening, and if he does not make much of a show in the lists at Westminster, at all events his name is regularly enough on the scoring boards. The miners, indeed, are doing a great injustice to an industrious, hard-working young man, and on behalf of the horny-handed labourer with the lat, we protest against such gross ingratitude. It's not lost, however, what a friend goes, and the Unionists intend to walk in and take the spoils.

Georgina Robinson, Countess of Rosslyn, has been successful in her suit in the Scottish Court of Session against the Earl of Rosslyn. Decree of divorce has been granted by Lord Mackenzie. The Earl is not yet forty years of age, but he has already given the world two Countesses; and it would be interesting to learn what the steps can supply as good wives as society can had ones. Rumour has it that there will soon be a third Countess and that she will be chosen from another and very different class of life from the other two.

When the case was called in Court, Counsel for the pursuer explained that the summons had been personally served and that everything had been done to get Lord Rosslyn to attend. He did not, however, appear, and was not represented. The Countess was the first witness put into the box. She stated that she was married to the Earl in March, 1903, and that early in 1906 differences arose between them which resulted in a separation. Things were made up, and they lived together again, though only for a short time. In August, 1906, while at Trouville, France, her husband brought a lady on board the yacht. He gave her names as Mrs. Saunders. The pursuer had not known the lady before, and was somewhat surprised at the demeanour of his Lordship towards her. He took the lady ashore, and did not return until half-past eight o'clock next morning, when he was wearing a dress suit. The pursuer asked him for an explanation, but he did not give one, and she at once left the yacht, accompanied by her sister and her maid. The witnesses from Paris were next examined, and their evidence was to the effect that Lord Rosslyn had been living with a lady called Mrs. Sanderson at 8 Rue Tietot. The proceedings lasted about half an hour, and at the close the Judge had no difficulty in giving Lady Rosslyn the relief she asked for by pronouncing divorce.

The Scottish holidays are now in full swing. Glasgow led off with the ancient festival of the Fair Week, Edinburgh and other towns followed with the more modern Trades Holidays, and now for the rest of us the public schools are closing, the Courts are shut, and we are afflicted with the "hired feeling" which annually preludes the exodus to the seashore and the moorlands. This man is going "down the water," that one is bound for "the Coast," and a third is declaring that his "heart's in the Highlands chasing the deer." Already long stretches of crocuses, and squares and gardens show every window done up with brown paper, and there is an endless repetition of the legend that "letters and parcels are to be left at" "and on." If it is the holiday season, it is also the time when "the gentle burglar goes a-burgling," and that knowledge won't keep us at home when our turn comes to exchange hard pavements for the springy turf and the sight of the blooming heather. Princes Street has a new class of loungers. It is monopolised by bands of our American cousins, all dressed in the same pattern of dark brown and blue—about three women to every man, and the conversation is, "How many dollars did it cost?" and "It's a very fine city, sir, but its very slow."

The Volunteer camps are arranged to coincide with the Trades Holidays of the various districts, and only one remark falls to be made about them. A year or two ago, when the proposal was made that the men should spend a fortnight under canvas, it was declared that this would kill the force. In the event, the corps it had the very opposite result. At present there are grumblings from all quarters owing to the decision of the Government, from reasons of economy, to cut down the trainings to one week. The reason is not far to seek. The Volunteers, as a rule, are young working lads, and the camp is to them a good and cheap holiday, full of change and excitement, and not without its amusements. A reversion to the fortnight rule would be most popular.

The public school cadet corps are coming more and more to the front. Within the past few months, a strong company has been formed from among the Watson College boys in Edinburgh, and they are attached to a regiment at Stirling. It may be thought that this starting of a company is a small thing; but it must be remembered that these boys belong to the social class from whom most of our Volunteer officers are obtained. The Watson College Company is therefore a good recruiting ground.

The peace-at-any-price members of Parliament have lately tried their best to kill these cadet corps by cutting down the grant, but fortunately they have been checked to some extent by the House of Lords. The position of these goody-goody gentlemen is curiously illogical. One week they say that if you give boys a semi-military training at school you send them off to die for the rest of their lives; and the next week they protest that cadet corps are simply nurseries for the objectionable spirit. They forget that they cannot have it both ways—but then the intellect of a Little Englander is a compound of inconsistencies.

A new Empress liner, larger and faster than the three Empresses now giving a tri-weekly service between this port and Hongkong via Yokohama and ports, is to be built at once to improve the service of the Pacific ocean, according to an announcement made by Arthur Piers, manager of the C. P. R. steamship service, who returned to Montreal on board the R.M.E. Empress of Britain on her record-breaking trip on Friday last. News of the announcement has just reached the local office.

The plans for the new vessel, which will prove a strong factor in the improvement of the mail service between Great Britain and Japan and China, are now in course of preparation, and a start is likely to be made in construction at an early date. From the fact that the practical determination to build a new steamer for the Pacific has been reached it is assumed that the two present fast steamers, the Empress of Britain and the Empress of India, will remain permanently on the St. Lawrence route.

The three Empresses now in service, the Empress of Japan, Empress of China, and Empress of India, have been running for sixteen years across the Pacific and keeping excellent time. Since the accelerated service was commenced with the establishment of the overseas mail service, the vessels have been well tried but are still among the best of the passenger steamers on the Pacific. It is generally expected, though, that they will be replaced by newer, larger and faster Empresses. Three intermediate steamers are now used, the Tatar, Athanasia and Montague, which give accommodation only to second class passengers and freight.

Nothing has been learned at the local office of the C. P. R. steamship company with regard to the new steamers for the coast steamship service. When Mr. Piers went to England he not only had plans for new Empress steamers, but he also carried some sets of plans for a new Princess steamer to alternate with the Princess Victoria. One of the sets was for a fast ferry steamer with turbine engines, while the others provided for reciprocating engines giving a high speed.—"Victoria Colonist."

THE VOLUNTEER CAMPS. Princes Street has a new class of loungers. It is monopolised by bands of our American cousins, all dressed in the same pattern of dark brown and blue—about three women to every man, and the conversation is, "How many dollars did it cost?" and "It's a very fine city, sir, but its very slow."

The Volunteer camps are arranged to coincide with the Trades Holidays of the various districts, and only one remark falls to be made about them. A year or two ago, when the proposal was made that the men should spend a fortnight under canvas, it was declared that this would kill the force. In the event, the corps it had the very opposite result. At present there are grumblings from all quarters owing to the decision of the Government, from reasons of economy, to cut down the trainings to one week. The reason is not far to seek. The Volunteers, as a rule, are young working lads, and the camp is to them a good and cheap holiday, full of change and excitement, and not without its amusements. A reversion to the fortnight rule would be most popular.

The public school cadet corps are coming more and more to the front. Within the past few months, a strong company has been formed from among the Watson College boys in Edinburgh, and they are attached to a regiment at Stirling. It may be thought that this starting of a company is a small thing; but it must be remembered that these boys belong to the social class from whom most of our Volunteer officers are obtained. The Watson College Company is therefore a good recruiting ground.

The peace-at-any-price members of Parliament have lately tried their best to kill these cadet corps by cutting down the grant, but fortunately they have been checked to some extent by the House of Lords. The position of these goody-goody gentlemen is curiously illogical. One week they say that if you give boys a semi-military training at school you send them off to die for the rest of their lives; and the next week they protest that cadet corps are simply nurseries for the objectionable spirit. They forget that they cannot have it both ways—but then the intellect of a Little Englander is a compound of inconsistencies.

NEW C. P. R. LINER FOR THE PACIFIC.

A Larger and Speedier Vessel.

A new Empress liner, larger and faster than the three Empresses now giving a tri-weekly service between this port and Hongkong via Yokohama and ports, is to be built at once to improve the service of the Pacific ocean, according to an announcement made by Arthur Piers, manager of the C. P. R. steamship service, who returned to Montreal on board the R.M.E. Empress of Britain on her record-breaking trip on Friday last. News of the announcement has just reached the local office.

The plans for the new vessel, which will prove a strong factor in the improvement of the mail service between Great Britain and Japan and China, are now in course of preparation, and a start is likely to be made in construction at an early date. From the fact that the practical determination to build a new steamer for the Pacific has been reached it is assumed that the two present fast steamers, the Empress of Britain and the Empress of India, will remain permanently on the St. Lawrence route.

The three Empresses now in service, the Empress of Japan, Empress of China, and Empress of India, have been running for sixteen years across the Pacific and keeping excellent time. Since the accelerated service was commenced with the establishment of the overseas mail service, the vessels have been well tried but are still among the best of the passenger steamers on the Pacific. It is generally expected, though, that they will be replaced by newer, larger and faster Empresses. Three intermediate steamers are now used, the Tatar, Athanasia and Montague, which give accommodation only to second class passengers and freight.

Nothing has been learned at the local office of the C. P. R. steamship company with regard to the new steamers for the coast steamship service. When Mr. Piers went to England he not only had plans for new Empress steamers, but he also carried some sets of plans for a new Princess steamer to alternate with the Princess Victoria. One of the sets was for a fast ferry steamer with turbine engines, while the others provided for reciprocating engines giving a high speed.—"Victoria Colonist."

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 27th at 12.00 p.m.—The barometer has risen slightly in S. Japan, and fallen a little over S. China and the Philippines.

Pressure remains low, about 0.3 inch below the normal, over S. Japan and the Loochoos, and it is still in defect by 0.1 inch and upwards on the China coast. Pressure is highest and normal over the S. Philippines.

Moderate N.W. winds are indicated in the Formosa Channel, and moderate W. to S.W. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

Shipping.

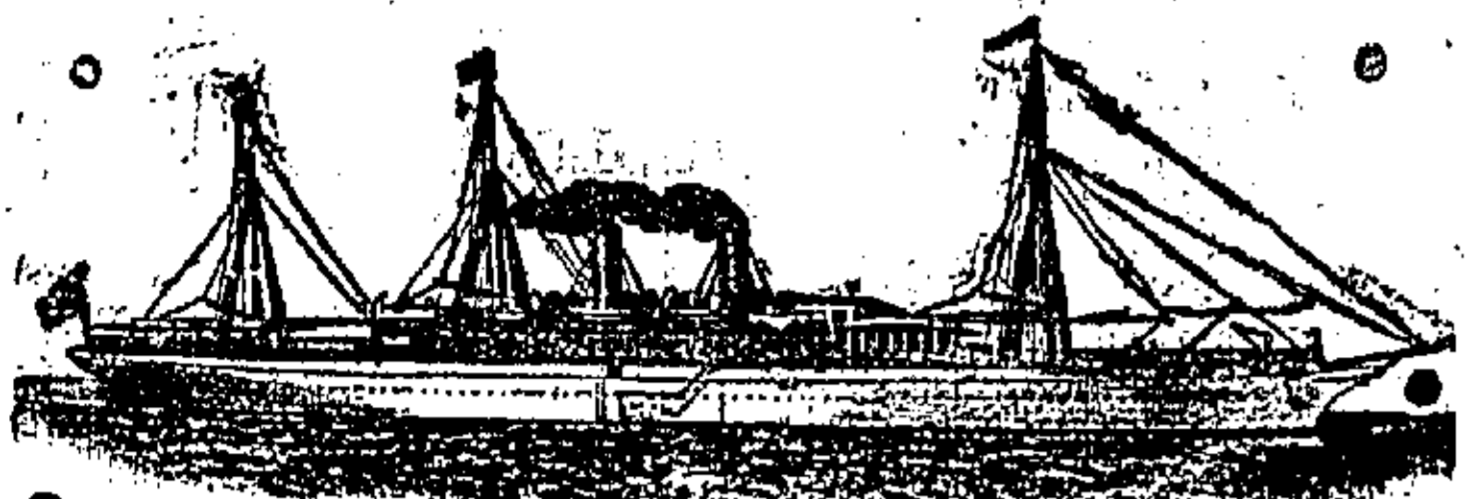
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STREAMERS	TO SAIL ON	REMARKS
MOJI, KOBE AND YOKO.	SOOTRA	About 28th	Freight only.
BAMA	Capt. W. R. Hickey	August	
MARSEILLES, LONDON	SUNDA	About 28th	Freight and
AND ANTWERP	Capt. G. M. Mostford, R.N.	August	Passage.
SHANGHAI, MOJI, KOBE	MANILA	About 30th	Freight and
AND YOKOHAMA	Capt. F. E. Andrews, R.N.	August	Passage.
SPANGHAI	DELTA	About 5th	Freight and
	Capt. O. L. Danil	September	Passage.
LONDON, via USUAL PORTS	MARMORA	Noon, 7th	See Special
	Capt. G. H. O. Weston, R.N.	September	Advertisement.

F. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPERESS LINE' SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMERSON OF JAPAN	6000 Tons THURSDAY, Aug. 29, Sept. 16.
TARTAR	4425 Tons WEDNESDAY, Sept. 11, Oct. 5.
EMERSON OF CHINA	6000 Tons THURSDAY, Sept. 23, Oct. 14.
EMERSON OF INDIA	6000 Tons THURSDAY, Oct. 24, Nov. 11.
MONTAGLE	6185 Tons WEDNESDAY, Nov. 6, Nov. 30.

* EMERSON Steamers will depart from Hongkong at 4 P.M. Intermediate Steamers at 12 Noon.

THE shortest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 28 1/2 days from Hongkong.

Hongkong to London, 1st Class, via S. Lawrence £80. via New York £62. Intermediate on Steamers. £40. " " £42. R.M.S. MONTAGLE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STREAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	BINGO MARU, Capt. F. L. Summer, Tons 6247	THURSDAY, 5th Sept., p.m.
	KAWACHI MARU, Capt. H. Peterson, Tons 6101	WEDNESDAY, 19th Sept., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA	TANGO MARU, Capt. A. E. Moses, Tons 7483	TUESDAY, 3rd Sept., at Noon.
	AKI MARU, Capt. M. Yagi, Tons 8444	TUESDAY, 17th Sept., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. N. Matheson, Tons 5078	FRIDAY, 6th Oct., at Noon.
	YAWATA MARU, Capt. T. L. Harrison, Tons 3817	FRIDAY, 4th Oct., at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO	YEBOSHI MARU, Capt. ... Tons 3788	FRIDAY, 6th September.
NAGASAKI, KOBE AND YOKOHAMA	YAWATA MARU, Capt. T. L. Harrison, Tons 3817	WEDNESDAY, 4th Sept., at Noon.
	TAMBA MARU, Capt. G. H. Butler, Tons 6134	SATURDAY, 7th Sept., at Daylight.

† Cargo only. * Calling at Kure, etc.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamship, Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA -

20,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. Austin, On SATURDAY, 19th October, at Noon.

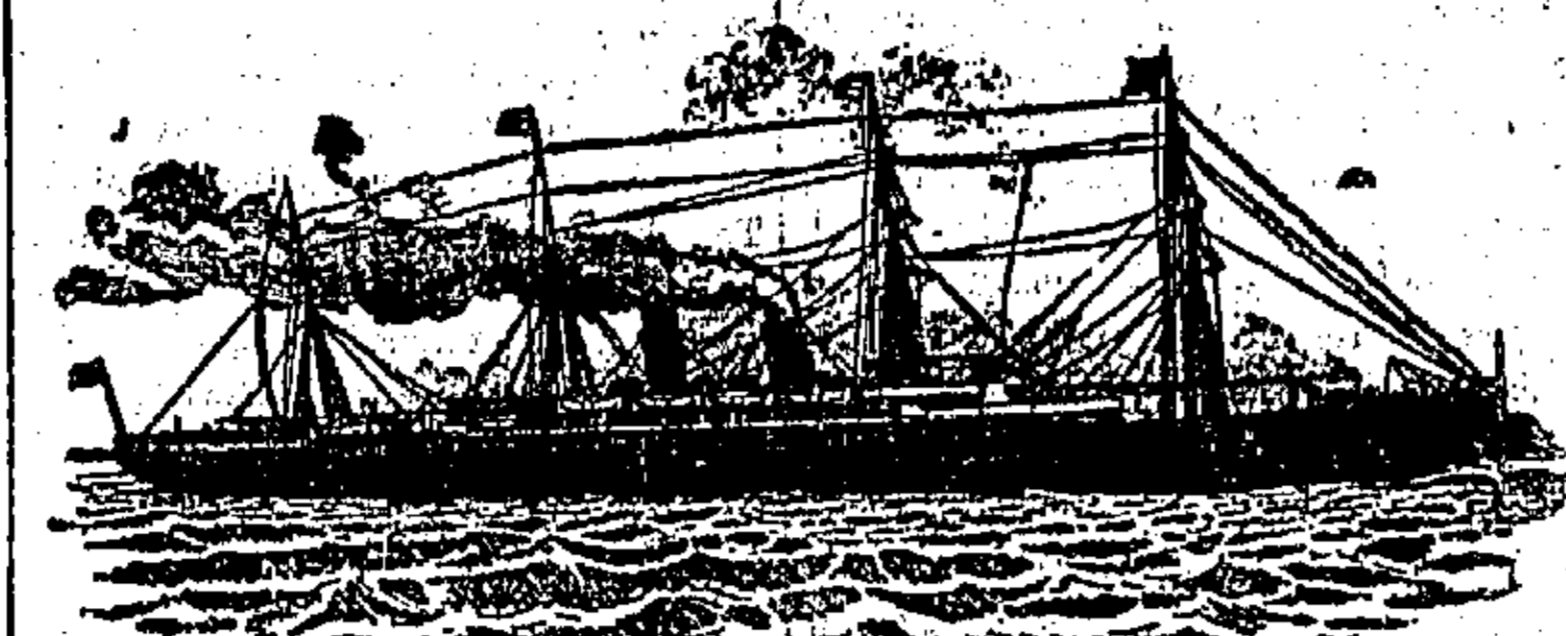
† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada, also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
‡ LUXURIOUS PASSENGER ACCOMMODATIONS—Salon and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
§ Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
|| For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail line between Japan, China and Hong Kong.
¶ For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA U.S. MAIL LINES.

VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STREAMERS.	TONS.	SAILING DATES.
* SIBERIA	18,000 Tons	SATURDAY, 31st Aug., at Noon.
* CHINA	10,200	SATURDAY, 7th Sept., at Noon.
* MANCHURI	27,000	SATURDAY, 14th Sept., at Noon.
* NIPPON MARU	11,000	SATURDAY, 21st Sept., at Noon.
* ASIA	9,500	TUESDAY, 1st Oct., at Noon.
* PERIA	9,000	FRIDAY, 11th Oct., at Noon.
* HONGKONG MARU	11,000	SATURDAY, 19th Oct., at Noon.
* KOREA	18,000	FRIDAY, 1st Nov., at Noon.
* AMERICA MARU	11,000	SATURDAY, 9th Nov., at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 18-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days, 13 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 23 minutes.

THE P. M. Steamship SIBERIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st August, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KURE, MOI, KOBE & YOKOHAMA, FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STREAMERS.	TONS.	CAPTAIN.	TO SAIL ON.
ALESIA	5167	JOHN ERNST	Sept. 1, at 10 a.m.

Through Bills of Lading issued to Pacific Coast Ports and all Western, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STREAMERS	TO SAIL
HOIHOW & HAIPHONG	HUPH	August 23, Daylight.
SWATOW & SHANGHAI	KUANG	August 23, at Noon.
SWATOW & SHANGHAI	LIHAY	August 23, at 4 p.m.
CHINKIANG & SHANGHAI	KACHOW	August 23, at 4 p.m.
SWATOW & SHANGHAI	SHACHOW	August 31, at 4 p.m.
SWATOW, NINGPO & SHANGHAI	CHINKIANG	August 31, at 4 p.m.
CEBU & ILOILO	KAIFONG	Sept. 3, at 4 p.m.
MANILA	KWANTUNG	Sept. 6, at 4 p.m.
CHEFOO & NEWOWANG	KWANTUNG	Sept. 7, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CHAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	THANAN * 1	Sept. 7, at 4 p.m.
YOKOHAMA AND KOBE	CHINROU *	Sept. 10, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table & a fully qualified Surgeon on board.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
§ REDUCED JALCON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saloon amidships, Electric Light-Perfect Cuisine-Surgeon and Stewards carried, all the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	A. Fraser	Manila	Saturday, 7th September.
RUBI	2540	R. W. Almond	Manila	14th September.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

FOR NEW YORK.	TO SAIL.
SATSUMA	7th September.
SIKH	5th October.
FOR BOSTON & NEW YORK.	
GHARIE	14th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STREAMERS	TO SAIL.
SHANGHAI & YOKOHAMA	AMARA.....	THURSDAY, Aug. 29, at 4 p.
SINGAPORE, PENANG AND CALOITTA	{FOOKSANG...}	THURSDAY, Aug. 29, at 3 p.
MANILA	LOONGSANG ..FRIDAY, Aug. 30, at 4 p.
TIEN-TSIN	OHKONGSHING.SATURDAY, Aug. 31, at 4 p.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class	Single	Return
	\$65	\$100
Penang	85	130
Calcutta	165	250

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze Ports.
‡ Taking Cargo on Through Bills of Lading to Kuda, Lahad, Duta, Simporna, Tawau, Usukan, Jesselton and Labuan.
§ For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

STAMMERS

TO SAIL.

WEDNESDAY, 28th August, at Noon.

TUESDAY, 27th August, at 6 p.m.

THURSDAY, 12th Sept., at Noon.

SATURDAY, 31st August, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd, MELOCHERS & CO., General Agents, Hongkong & China.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Established 1841.

ORIGINATORS of the European Tourist and Excursion system.

Tickets issued to all parts of the World.

Baggage and Goods of every description collected, shipped, and forwarded at lowest rates.

Foreign moneys exchanged. Letters of Credit and Circular Notes issued.

Full information on application.

13, WATER STREET, YOKOHAMA.

16, DES VUEX ROAD, HONGKONG.

Hongkong, August 6, 1907.

1283

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS.

(Karatsu, Kobe and Yokohama). With Option to Call at Mexico and CUBO COAST PORTS.

THE Steamship GLENFARG, 3500 tons.

Will be despatched for Callao Iquique, via Japan Ports (Karatsu, Kobe & Yokohama), on FRIDAY, the 30th inst., at Noon.

Passengers only.

Steamers

Tons

Middle of Oct.

KASATO MARU, 6100

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A fully qualified Surgeon is carried on each ship.

K. MATSUDA, Manager, Yokohama.

Hongkong, April 15, 1907.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY & MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TARMANUA, &c.)

THE Steamship EASTERN, Captain MACKENZIE, will be despatched as above on SATURDAY, 31st inst., at noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a fully qualified Surgeon are carried.

P.F.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 7, 1907.

1238

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship POLYNESIESE, Captain BROC, will be despatched for MARSEILLES on TUESDAY, the 3rd September, 1907, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. TOURANE Sept. 17, 1907.

S.S. AUSTRALIAN Oct. 1, 1907.

S.S. YARRA Oct. 15, 1907.

S.S. YARRA Oct. 29, 1907.

S.S. EASTERN SIMONS Nov. 19, 1907.

S.S. TONKIN Nov. 26, 1907.

J. DE CHAMPEAUX, Agent.

Hongkong, August 20, 1907.

1285

PRINTING . .

PRINTING . .

PRINTING . .

Artistic Printing

AND

Book Binding

Done with Neatness and

Despatch

At Moderate Prices.

Programmes

Company Reports

Business Circulars

and

Books of all kinds.

Under European Supervision

China Mail Office

51 WYNDHAM STREET,

HONGKONG.

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A one-time order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drive the argument home and clinches it.

The BEST Mediums for

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	On	Leave	On
to	Hongkong	from	to	from
Colombo	1907	Colombo	1907	Colombo
MARMORA.....10500	Sept. 7	INDIA.....8000	Oct. 6	Oct. 13
MALTA.....6000	Sept. 21	MONGOLIA.....8500	Oct. 20	Oct. 27
DELTA.....8000	Oct. 5	VICTORIA.....7000	Nov. 2	Nov. 9
OCEANA.....7000	Oct. 19	BRITANNIA.....7000	Nov. 16	Nov. 23
DELHI.....3000	Nov. 2	MOULTAN.....8000	Nov. 30	Dec. 7
ABADIA.....3000	Nov. 16	CHINA.....8000	Dec. 14	Dec. 21
DEVANHA.....3000	Nov. 30	HIMALAYA.....7000	Dec. 28	Jan. 4, 1908
MALTA.....6000	Dec. 14	MOLDAVIA.....10000	Jan. 11, 1908	Jan. 18
DELTA.....8000	Dec. 28	INDIA.....8000	Jan. 25	Feb. 1
DELHI.....3000	Jan. 11, 1908	MONGOLIA.....10000	Feb. 8	Feb. 15
ABADIA.....3000	Jan. 25	VICTORIA.....7000	Feb. 22	Feb. 29
PENINSULAR.....6500	Feb. 8	MAEDONIA.....10000	Mar. 7	Mar. 14
DEVANHA.....3000	Feb. 22	BRITANNIA.....7000	Mar. 21	Mar. 28
DELTA.....8000	Mar. 7	MOULTAN.....8000	Apr. 4	Apr. 11
OCEANA.....7000	Mar. 21	CHINA.....8000	Apr. 18	Apr. 25
MARMORA.....10500	Apr. 4	MOLDAVIA.....10000	May 2	May 9
DELHI.....3000	Apr. 18	MONGOLIA.....10000	May 16	May 23
MALTA.....6000	May 2	INDIA.....8000	May 30	June 6
DEVANHA.....3000	May 16			

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

INTERMEDIATE (Non-Transit) STEAMERS

WELL LEAVE FOR

LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	On	Leave	On
Hongkong	about	London	about	London
* SUNDAY.....4000	Aug. 28	Oct. 14		
* CEYLON.....4000	Sept. 11	Oct. 28		
* NAMUR.....7000	Oct. 9	Nov. 25		
* MANILA.....4000	Oct. 23	Dec. 9		
* BOERNE.....4500	Nov. 6	Dec. 23		
* NORE.....7000	Dec. 4	Jan. (1908) 20		
* SYRIA.....7000	Dec. 18	Feb. 3		
* NILE.....7000	Jan. (1908) 1	Feb. 17		
* SUNDA.....4700	Jan. 15	March 2		
* PALAWAN.....4700	Jan. 29	March 16		
* NUBIA.....4700	Feb. 12	March 30		
* BOERNE.....4700	Feb. 26	April 10		
* NORE.....4700	March 11	April 25		
* SUMATRA.....4700	March 25	May 9		
	April 8	May 23		
	April 22	June 6		
	May 6	June 20		
	May 20	July 4		

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers. + Carry only First Saloon Passengers.
For further particulars, Apply to
E. A. HEWETT,
Superintendent.

2521

OSAKA SHOSHEN KAISHA.
REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG:
SUBJECT TO ALTERATION.

The Co.'s s.s.	For	Leaving
* DAIVIN MARU, Capt. I. SAKURAI,	TAMUL, Via SWATOW, AND AMOY.	SUNDAY, 1st Sept., at 10 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unusually large.
+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1 QUEEN'S BUILDINGS.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To sail.
* TREMONT	8606	T. W. Garlick	10th September.
* SUVERIO	8235	W. Shotton	1st October.
* KUMERIC	8232	D. Baird	15th October.
* SAKAWA	8606	E. V. Roberts	1st November.

* Cargo only. + Passenger accommodation.

OHAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
JOHNSON, ELECTRIC LIGHT, DOCTOR AND STEWARDESS

* The Twin-screw s.s. *Sakawa* and *Tremont* are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam bath etc. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS.

Shipping.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
AUSTRALIAN,
Captain VERNON, will be despatched for
the above ports on or about MONDAY, the
2nd September.
G. DE CHAMPEAUX,
Agent.
Hongkong, August 26, 1907. 1583

FOR VLADIVOSTOK.

THE Steamship
VINE BRANCH,
will be despatched as above on or about
TUESDAY, the 10th September.
For Freight and further particulars,
apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, August 3, 1907. 1274

NOTICES TO CONSIGNEES.

* MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP SIKH.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby

informed that all Goods are

being landed at their risk into the

Godowns of the HONGKONG AND KOWLOON

WAREHOUSE AND GODOWN COMPANY, LTD.,

at Kowloon, whence and/or from the

wharves delivery may be obtained.

No Claims will be admitted after the 30th

inst., will be subject to rent.

All Claims against the Steamer must be

presented to the Underwriter on or before

the 20th September, or they will not be

recognized.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 30th inst., at

3 P.M. Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.
Hongkong, August 26, 1907. 1581

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER MALTA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES OF Cargo by the above-

named vessel are hereby informed

that their Goods are being landed and

placed at their risk in the HONGKONG AND

KOWLOON WAREHOUSE AND GODOWN COMPANY'S

Godowns at Kowloon, where each consignment

will be sorted out Mark by Mark and delivery

can be obtained as soon as the Goods are

landed.

This Vessel brings on Cargo:—

From LONDON, &c. ex s.s. *Mongolia*

and Peninsular.

From PERMANENT, ex B.I.S.N. and

B. & P.S.N. Co.'s steamers.

Optional Goods will be landed here unless

instructions are given to the contrary

before 6 Hours.

Goods not cleared by the 28th August,

at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me

in any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignee's

and the Company's representative at

an appointed hour.

All claims must be presented within ten

days of the steamer's arrival here after

which date they cannot be recognised.

No Claims will be admitted after the

Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, August 22, 1907. 1587

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

PRINCE OF BISMARCK,

having arrived from the above Ports, Consignees

of cargo by her are hereby informed that their

goods will be delivered from

alongside.

Cargo impeding the discharge or remain-

ing on board after 4 p.m. the 28th inst.,

will be landed at Consignees' risk and

expenses.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, August 26, 1907. 1580

THE RAND STRIKE.

South African Comment.

The Natal Review (Durban) sides with the mine-owners of the Rand against the strikers and on July 23 wrote as follows:—

"The strikers have been guilty of some vile excesses, and the last particle of sympathy which decent people might have had with them has been swept away. All respectable sections of the community unite in condemning the whole affair, and the men who went out on strike are beginning to have a similar opinion. All this is as it should be: when a man or a class of men commit a serious

folly, it is well that repentance should follow. But it is to be hoped that there will not be a too great readiness to renege those men who refused to work while they thought that they had the employers in their power, and who the moment they find themselves beaten, come fawning for that which they have spurned.

If the strikers did not need to work a month ago it will be a useful object lesson to them if they are taught that the employers do not need them to-day. As a general rule, a policy of retaliation is to be deplored, but in the present case it seems to us that a little of the eye-for-an-eye doctrine would have a most salutary influence upon the future of the white labour supply. All strikes are reprehensible, and in those rare instances in which the demands of strikers are conceded, there is a blow struck at the stability of industry. But, fortunately, employers of labour are usually strong enough and sufficiently firm to withstand all demands, and the strikers are taught many and bitter lessons. The Rand miners' strike was one of the least excusable on record, because the men had not a single valid grievance, and the whole miserable thing was only a carefully engineered scheme of agitators. The aftermath promises to be worse than most, for the mines are not disposed to take back the men who went out. In all probability the best and staidest of the men will find work in the course of time, but certainly there will be none suffering among the miners and their families. Meanwhile the persons responsible for the strike will escape scot free, and care not a farthing for the distress which they leave behind them. It would be a glad day if such people were put up in the stocks for each and every victim to wreak his vengeance upon them. Strikes thereafter would be few."

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

THE RAND STRIKE.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 22nd, 1907.

At 100 cents per Dollar Mexican.

Butcher Meat.

Beef steaks & prime cut—Moi Lung Pa ... lb 20

Corned—Ham Ngan Yak 20

Roset—Shiu 20

Breast—Nagu Lam 15

Soup—Tong Yak 15

Steak—Ngan Yak Pa 20

Catman Ngan Lan Steaks 30

Sausages—Ngan Chang 28

Bollock's Brain—Slow ... per set 10

Tongue fresh—Ngan Li ... each 50

Head—Ngan Tan 80

Heart—Ngan Sam 12

Hump, Salt—Ngan Rin 20

Feet—Ngan Kerk each 7

Kidneys—Ngan Yin 10

Tail—Ngan Mei 17

Liver—Ngan Con 13

Tripe (addressed)—Ngan To 12

Olives' Head & Feet—Ngan chat-tan-tak, set \$1.00

Mutton Chop—Young Pal Kwat ... lb 24

Leg—Young Pal 24

Shoulder—Young Shau 20

Pigs' Chittings—Chi chong 24

Brains—Chi Know ... per set 2

Feet—Chi Kerk 12

Fry—Chi Chak 12

Head—Chi Sum 12

Heart—Chi Sum each 9

Kidneys—Chi Yin 8

Liver—Chi Con 13

Pork Chop—Chi Pal Kwat 21

Corned—Ham On Yak 22

Leg—Chi Pal 22

Fat or Lard—Chi Yau 16

Sheep's Head and Feet—Young Tau Kerk set 60

Heart—Young Sam each 6

Kidneys—Young Yin 10

Liver—Young Con 13

Sucking Pigs, To Order—Chi Onal 18

Suet, Best—Sang Ngan Yau 24

Mutton—Sang Young Yau 24

Veal—Ngan Chai Yak 20

Sausages—Ngan Chai Oheorg 20

Poultry.

Chicken—Kai Chai lb 30

Capon, Large, Small—Sin Kai 32

Ducks—A 16

